

AN EXCELLENT  
TABLE CLARET  
ST. JULIEN  
PER DOZ. QUARTS... \$8.00  
" " PINTS ... 4.50  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

A FIRST-CLASS VINTAGE  
WINE,  
MOET AND CHANDON'S  
DRY IMPERIAL  
GOLD FOIL  
VINTAGES 1893 & 1898  
PER CASE QUARTS \$57.00  
" " PINTS 30.00  
SOLE AGENTS:  
H. PRICE & CO.,  
12, QUEEN'S ROAD.

No. 14,792 號二十九百七千四萬一第 日七初月捌年十三緒光 HONGKONG, TUESDAY, SEPTEMBER 5TH, 1905. 二拜禮 號五月玖年五零百九千一英海香 PRICE, \$3 PER MONTH.

## WATSON'S HOUSEHOLD AMMONIA

FOR THE BATH, TOILET AND  
HOUSEHOLD.  
An Elegant Preparation. Delicately Perfumed.  
Promotes a healthy action of the skin, counter-  
acts all effects of perspiration, and is as  
refreshing and invigorating to the system  
as a Turkish Bath.

A. S. WATSON & CO.,  
LIMITED.  
HE HONGKONG DISPENSARY.  
[a1342]

CUTLER, PALMER  
& CO.'S

**"SPECIAL BLEND" WHISKY**  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to

SIEMSEN & CO., Hongkong. [a65]

## GREEN ISLAND CEMENT COMPANY PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st March, 1905. [a1412]

## NOTICE.

GEO. FENWICK & CO., LD., Engineers  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marine  
Lots Nos. 31 and 36; approximate area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN  
SYSTEM OF DENTISTRY.  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2056]

## SIEN TING.

SURGEON DENTIST.  
No. 10, DAGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1905.

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1905. 52

A. LING & CO.,  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1905. [222]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
QUAN TAI & CO., Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE AND MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, QUEEN'S ROAD EAST.  
Hongkong, 17th January, 1905. [1682]

KOWLOON HOTEL.  
KOWLOON.  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS  
AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 138

## CHAMPAGNES.

POMMERY & GRENÔ, Sec. extra Sec and Mature, in Magnums,  
bottles and 1/2 bottles.  
BOLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums,  
bottles and 1/2 bottles.  
GIESLER, Very Dry, in bottles and 1/2 bottles.  
POL ROGER, vin. 1898, in bottles and 1/2 bottles.  
JANSON PERE ET FILS, vin. 1900, in bottles, 1/2 bottles and 1/4 bottles.  
IRROY CARTE D'OR, vin. 1898, in bottles and 1/2 bottles.  
PAUL DOMMER & Co. GOLD MARQUE in bottles and 1/2 bottles.  
Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 3rd August, 1905.

## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.  
3 Star Special—The finest of all "Fog" WHISKIES at ... \$13.00  
5 Star, Liqueur—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the Sona."  
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
F. BLACKHEAD & Co.  
1293

## LANE, CRAWFORD & CO.

HAVE NOW REMOVED TO THEIR

## NEW STORE

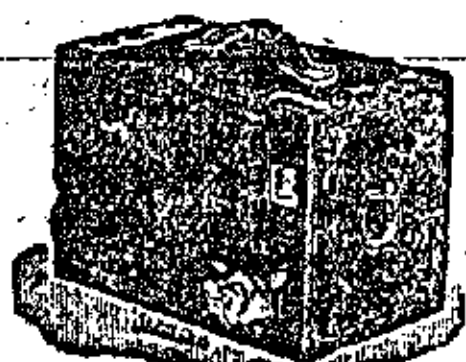
IN CHATER ROAD AND ICE HOUSE STREET.  
ENTRANCE IN ICE HOUSE STREET.

## LANE, CRAWFORD & CO.

Hongkong, 5th September, 1905. [a36]

## PHOTO SUPPLIES.

DEVELOPING AND PRINTING  
GOOD WORK,  
PROMPT  
RETURN  
UNDERTAKEN.



UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS.

## LONG, HING & CO.,

PHOTO GOODS STORE,  
17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer,  
NEXT DOOR to our FORMER ADDRESS.  
Hongkong, 15th August, 1904. a39

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON,  
AND  
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA. 54

IMITATED BUT NOT EQUALLED!

## CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVETONIC FOR ALL  
COMPLAINTS ARISING FROM DEPRESSED VITALITY.  
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.  
ALL CLUB AND HOTEL BARS KEEP IT.

## WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS,

AND  
AERATED WATER MANUFACTURERS.

(Crown Brand.)  
APOTHECARIES HALL, HONGKONG. [a38]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Times Atlas; Newest Edition ... \$22.00  
The Coming Conquest of England, by  
Niemann; Cloth ... \$1.75  
A Book on Bridge, by Pontifex Leather ... 4.50  
How we Recovered the Ashes, by P. F.  
Cassell's Sports and Pastimes ... 2.70  
Warner, Captain M. C. C. Team ... 0.80  
Story of the Heavens, by Ball ... 8.00  
The Storm of London, by Dickbarry ... 0.80  
Leopold Edition of Shakespeare ... 2.70  
Russia from Within, by Ular ... 6.50  
Brewer's Dictionary of Phrase and Table ... 8.00  
The Empire of the East, by Bennett  
Barloigh ... 3.50  
Cassell's New French Dictionary ... 5.90  
Reed's Engineer's Hand-Book; 2 Vols ... 9.50  
Trawtwin's Engineer's Pocket-Book ... 17.00  
Beeton's Household Management ... 5.90  
Hidden Treasures, by Turner ... 3.70  
Windsor Magazine; New Volume ... 4.00  
Class Register of Instruction and  
Individual Progress ... 1.50  
Useful Tables for Scholars and Elemen-  
tary Schools, by W. H. Williams ... 0.25  
The Coming Conquest of England, by  
Niemann; Cloth ... \$1.75  
How we Recovered the Ashes, by P. F.  
Warner, Captain M. C. C. Team ... 0.80  
The Storm of London, by Dickbarry ... 0.80  
Russia from Within, by Ular ... 6.50  
The Empire of the East, by Bennett  
Barloigh ... 3.50  
With the Russians in Manchuria by  
Baring ... 3.50  
JUST LANDED.  
NEW STOCK SLAZENGER'S TENNIS RACKETS.  
DOHERTY, E.G.M., SPECIAL DEMON,  
DEMON.  
BRITISH STANDARD, ETC., WRITING BLOCKS.  
THE BLACKENSDERFER TYPEWRITER. [a35]

## A. TACK & CO.

26, DES VŒUX ROAD CENTRAL, HONGKONG.

## FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,  
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,  
and cheap Magazine Cameras. Prices considerably reduced. [46]

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL -	20.00
" JOHN WALKER & SONS' OLD HIGHLAND -	12.50
" C. P. & CO.'S SPECIAL BLEND -	10.50
PORT WINE, INVALIDS -	20.00
" DOURO -	13.75
" SHERRY, AMOROSO -	20.00
" LA TORRE -	16.00
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
SIEMSEN & CO.  
HONGKONG AGENTS. a34

## CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA.  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a1299]

## FURNITURE

## C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS  
AND  
THE FINEST REPRODUCTIONS FROM OLD MODELS.

## C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS.  
WALL-PAPERS.  
CARPETS AND FLOOR-CLOTHS.

SEND FOR PRICE LISTS. 1475-4

## HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 18th August, 1905. [1905]

## HOTELS

## HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Clink Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES,  
Acting Manager. 471

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a1729]

## CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a4]

## CARLTON HOUSE HOTELS.

No. 8 & 10, ICE HOUSE ROAD.  
THESE premises, formerly known as the  
Club Terrace and the Waverley Hotel  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [94]

## VICTORIA HOTEL.

SHAMSHEN-CANTON.

On the British Concession.

## MACAO HOTEL.

MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels under experienced European  
Management.  
Every Comfort and Convenience for Residents  
and Tourists. a2085

WM. FAERNER,  
Proprietor.

## "BOA VISTA" (HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desiring of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong  
One steamer (ss. Hengshen), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply  
THE MANAGER. a2411

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE  
and NEWCASTLE UNILLED SHOT in  
all Sizes, Nos. 10 to 55SG. AIR GUNS and  
AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 23th November, 1902. 100



## INTIMATION

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

## AERATED WATER MANUFACTURERS

THE WATER used is THE PUREST that can be obtained, and is SKILFULLY FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of latest design and most approved type.

THE BEST INGREDIENTS only are used.

## GUARANTEEING ABSOLUTE PURITY.

## ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision, enables us to produce waters of unrivalled excellence and purity.

**A. S. WATSON & CO. LIMITED.**

Chemists by Appointment to H. E. the Governor.

[33]

## NOTICE TO CORRESPONDENTS.

On communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communication is to be accepted. Orders for extra copies of THE PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lister's P.O. Box, 33. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOEUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1905.

It is ten years since Mr. OLNEY, at that time the United States Secretary of State, wrote his famous dispatch to the Ambassador in London re-affirming the doctrine of "Hands off the American Continent" enunciated in 1823 by President MONROE. Mr. OLNEY, it will be remembered, did a great deal more in that dispatch than merely to re-affirm the MONROE doctrine; he expatiated on it as the embodiment and expression of an inevitable opposition between America and Europe, and we recall it now because the visit which Mr. TAPP, the Secretary of State for War, has just paid to the Philippine Islands, and the comments of the American press on the subject, show how completely his words have been justified and his political philosophy discarded by the very nation whose views he claimed to be expressing in that remarkable pronouncement. As originally stated, and as more recently re-stated by President ROOSEVELT, the doctrine is one to which England at least takes no exception, but Mr. OLNEY, when he declared to England at the time of the Venezuelan frontier trouble "that distance and three thousand miles of intervening ocean make any permanent political union between a European and an American state unnatural and inexpedient" was practically giving notice to the British Empire to disband, and to the Colonies of every European Power to sever themselves from the mother country. It is now, since the TAPP party has paid its visit, abundantly clear that "three thousand miles of intervening ocean" count

as no obstacle to the Imperial ambitions of our American cousins who have betrayed their intention of holding the Philippines as an American province for some generations to come; and who, moreover, at the bidding of their strenuous PRESIDENT, are already thinking of providing a navy strong enough to cope with all the ocean that intervenes between them and their ambitions in the Orient. Popular opinion in the states, and echoes of it here in the East, indicate that the MONROE doctrine, imposing as it was at the time, is no longer big enough for big America. The MONROE doctrine created very much the same sort of amazement in Europe that was caused by the entry of the Japanese into the comity of nations. America, in conservative eyes, was scarcely a nation until then. America was a political Utopia, in theory at least, although many thought of it as a Utopia that had fallen short of its ideals, as it undoubtedly has done. The MONROE doctrine ought academically to have been regarded as a doctrine of "defence, not offence." It set limits beyond which the Republic would not be offensive or aggressive, but within which it would insist upon the following out of its destiny at all costs. This is the logical intention of it: its interpretations are as numerous almost as are parties in America; and it would ill become us to declare for any one in particular when even the betters disagree. It is clear to us, however, notwithstanding President ROOSEVELT's able attempts to make it square with his "big stick" ideas, that the America of to-day is not in sympathy with the dreams of its founders. The France of yesterday would send no statue of liberty to the America of to-day, which aims at being a world power, and enhancing the glory of the flag towards which its people show an almost idolatrous devotion. We do not quarrel with their very natural desire to be in the swim; and we can even applaud their common-sense in refusing to sacrifice the Philippines, so hardly wrested by them from their medieval misers, to the reckless policies of the sentimentalists. But if we were doomed to read the American magazines (from which necessarily a kindly providence absolves us) we should feel constrained to protest at the "little brown brother" style of discourse. We may discern redeeming human traits in JOE TROTTER, but nothing will reconcile us to his hymn-book.

A considerable variety of mail news appears on page 5 to-day.

A telegram says that China is paying Japan the cost of the war, in return for the recovery of Manchuria.

Last week there were only five plague cases, four fatal, and there have been none since the 20th was recorded. Other diseases are represented by four cases of enteric.

The Stockholm Tidnings states that on Saturday morning, (July 29) during mine practice in Sandhamn Roads, near Helsingfors, a boat struck a submarine mine. The boat was blown to pieces, and seven men were killed, while eight were more or less severely injured.

At the offices of the Public Works Department yesterday the letting of Crown Land Lot No. 405, adjoining Shaikwan Lots Nos. 392 and 396, was put up for public auction sale. There was only one bidder for the lot, Mr. L. Fook, contractor, to whom it was knocked down for \$475, being \$20 above the upset price.

Return of visitors to the City Hall Reading-room for the week ending the 3rd September, 1905:—

	Reading-room.
Non-Chinese .....	161
Chinese .....	45
Total .....	206

The Daily Press was the first medium in Hongkong to announce the outbreak of war, and the first to announce the tidings of peace. This creditable record was kindly pointed out to us by one of our esteemed evening contemporaries; and as we are not addicted to blowing our own trumpet, we hope this brief reference may be regarded as exorable.

### CHINESE COOLIES IN BRITISH NORTH BORNEO.

In the House of Commons on August 2nd Lord Percy, in reply to Mr. Weir, said that so far as the British North Borneo Co. were aware, no pledge had ever been asked for, or given to the Chinese Government with regard to the flogging of coolies in British North Borneo.

Mr. Weir: Then are we to understand these poor unfortunate Chinese are subject to continual flogging?

Lord Percy: I have no information on the subject.

Mr. Weir: Will you enquire?

Lord Percy: If the hon. mem. can give me any information to justify inquiry I will make it.

Mr. Weir: Do you want me to go out to N. Borneo? (Laughter).

## TELEGRAMS

["DAILY PRESS" SERVICE.]

### ADRIANOPLE BURNING.

LONDON, 4th September.

A terrible fire at Adrianople has destroyed seven thousand houses.

Adrianople was the ancient capital of Turkey, and has still, next to Constantinople, the biggest population. It is in the centre of the raw silk industry.

### CHANNEL FLEET AT DANZIG.

LONDON, 4th September.

The English fleet at Danzig was given a most cordial reception.

### CHOLERA IN PRUSSIA.

LONDON, 4th September.

The cholera is reported to be spreading in Prussia.

### "EMPRESS OF JAPAN" DAMAGED.

SHANGHAI, 3rd September.

[Delayed.]

The steamers *Chapman* and *Empress of Japan* arrived to-day.

The *Empress* was somewhat damaged by the typhoon.

[REUTERS' SERVICE.]

### FRANCE AND MOROCCO.

LONDON, 2nd September.

M. Tallandier has handed the Sultan of Morocco an ultimatum, demanding a complete reparation and an apology, in specified terms, for the imprisonment of the Algerian chief.

### FRANCE AND THE ANGLO-JAPANESE ALLIANCE.

LONDON, 2nd September.

The French press finds the renewed Anglo-Japanese alliance more reassuring than disturbing, in view of the entente cordiale.

### THE CRUISE OF THE BRITISH CHANNEL SQUADRON.

LONDON, 2nd September.

The Channel squadron has met with a most cordial reception at Danzig. A great programme of sports was arranged; two thousand men landed. The Kaiser in reply to a telegram from Admiral Wilson, said "it gives me great satisfaction to hear that you are pleased at meeting your brother officers of the German fleet."

### THE "ALLANTON" CASE.

In the House of Commons on July 31st Mr. Nannetti (Dublin, College-green) asked the Under-Secretary for Foreign Affairs whether any claims had been put forward by his Majesty's Government to the Russian Government demanding compensation for the sailors and firemen of the British steamer *Allanton*, which vessel was wrongly captured by the Russian naval authorities, whether he was aware that some of the crew of the *Allanton* were kept prisoners on the Russian warships whilst these vessels were being classed by Japanese cruisers; whether he was taking any steps to secure for foreign seamen employed on British ships the same protection as British seamen; whether he could state the position of the negotiations at the present time; and whether his Majesty's Government intended to press for a settlement of the claims of the crew of the *Allanton*.

Earl Percy (Kensington, S.)—Complaints have been made on behalf of the sailors and firemen on board the *Allanton* for hardships sustained by them during their detention, but no specific claims for compensation have as yet been forwarded to us. Their statement makes no reference to the Russian warships to which some of the crew had been transferred being chased by Japanese cruisers. As regards the third paragraph of the question, no steps for a settlement generally the position of foreigners on board British ships are in the opinion of his Majesty's Government, necessary, as each case must depend on its special circumstances.

Mr. Nannetti asked what was the reason for the great delay that had taken place. Earl Percy said that they were still waiting for further information, as they had only got the preliminary statements. They had not made any statement to the Russian Government, pending the further statement of the case of the seamen.

### THE CANTON-HANKOW RAILWAY.

Washington, Aug. 3.

The State Department has issued the following official statement with reference to the Canton and Hankow Railway.—China promised the United States last September that British and American capital should have the preference if foreign capital was necessary to build the railway. The State Department is now informed that China has now entered into an agreement with French and British capitalists to construct the line to Soochow. It is understood that Great Britain proposes to approach China for a concession for the construction of the proposed line. Under the original Chinese promise to the United States American capitalists have the right to participate, and provision for such participation must be made in the agreement.—Times.

## SUPREME COURT.

Monday, 4th September.

### IN ORIGINAL JURISDICTION.

BEFORE SIR P. T. PROBERT (CHIEF JUSTICE).

CARLOWITZ AND CO. v. THE SUN SHING FIRM. The plaintiffs, who are merchants in this Colony, claimed from the defendant firm, carrying on business at Yee Woo Street, Canton, the sum of \$24,278 as damages for the breach by the defendants of their conditions covering the sale of certain cases of fire crackers sold by the defendants to the plaintiffs from August, 1900 to March, 1901.

Mr. H. E. Pollock, K.C., instructed by Mr. J. Hays (of Messrs. Johnson, Stokes and Master) represented the plaintiffs, and Mr. H. C. Calthrop instructed by Mr. H. W. Looker (of Messrs. Doonan, Looker and Deacon) appeared for the defendants.

The statement of claim set forth that the plaintiffs had suffered damage by the breach of the contract between them and the defendants for the sale and delivery of certain fire crackers. The said goods were purchased by the plaintiffs from the defendants on various dates and were delivered in due course and shipped by the plaintiffs to America in fulfilment of certain orders. On being opened the said goods were found to be not according to the contract, being of such inferior quality as to render them wholly unmerchantable, and such goods, on a large quantity thereof, remained in the hands of the plaintiffs, being unsalable. The plaintiffs claimed Max. \$24,278.92, also interest on this amount at the current rate, and such further, or other relief as the Court might decree.

In the statement of defence the defendants denied that they had broken any contract. Prior to delivery the plaintiffs examined the said goods and agreed to accept them. They made no complaint as to the quality until the end of 1901. When the goods were delivered to the plaintiffs they were in good order and condition, of the description and quality ordered by the plaintiffs, and they were merchantable as fire crackers.

Mr. Pollock stated that this action for damages was brought in respect of the defendants' breach of contract in connection with the supply of certain fire crackers to the plaintiffs. The defendant firm, which had been doing business for sometime in Canton, dealt in and sold fire crackers for export, and had for some years past done business with the plaintiff firm. He believed that certain of the business previously carried on, before the consignments which formed the subject matter of this action, was of a satisfactory character, but he would prove to his Lordship, that the consignment in question was very unsatisfactory indeed. Some of the crackers would not explode; others which did, made very inferior reports. They were not up to the weight mentioned in the contract, and were of an unmerchantable character. The writ of summons was issued on the 11th March, 1902, about 3½ years ago, and the statement of claim was filed in April, 1902. After the statement of claim was filed the defendants applied to the Court for particulars in connection with the claim. They were not satisfied with the further particulars furnished, and certain correspondence took place between the solicitors of each party before the statement of defence was filed. With reference to the quality of the crackers, a great deal of the evidence had been taken in New York on commission, and that evidence would undoubtedly show the court that the crackers were of a very inferior quality indeed; it also showed that there might be a very important point in connection with one of the defences—that externally they were in beautiful condition. As his Lordship would readily understand, something more than that was required of crackers; it was required that they should explode with a reasonably loud report. The inspection on which the defence laid great stress was by no means a thorough inspection of the goods, which were stacked in a godown. True, the plaintiffs did let off a few of the crackers, but to a great extent they relied on the honesty and integrity of the vendors with whom they had had previous dealings of a satisfactory character. Mr. Pollock submitted that it was impossible for plaintiffs to examine the crackers to see if there were any latent defects in their chemical composition. The defendants admitted that the plaintiffs made a complaint to them about the quality of the crackers, but alleged that they made it rather late. The question his Lordship had to decide was whether the defendants supplied the plaintiffs with crackers reasonably answering the description of crackers, and whether they exploded with a reasonably loud noise. If not, Mr. Pollock submitted that the plaintiffs were entitled to the damages they claimed.

The evidence taken in America on commission was then read, local evidence was heard, and the case for the plaintiffs concluded.

### IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

SAM WONG LAND INVESTMENT, LOAN AND AGENCY CO., LD., v. WONG MING PO.

The plaintiff company, carrying on business at No. 81 Queen's Road Central, claimed from the defendant of No. 178 Queen's Road Central the sum of \$331.12, being balance due on account of money lent between [the 20th December and 31st January last].

Mr. B. F. C. Master (of Messrs. Johnson, Stokes and Master), appeared for the plaintiffs. The defendant was absent and unrepresented.

The secretary of the plaintiff company stated that defendant owed the amount claimed on account of money lent.

His Honour gave judgment for the amount claimed with costs.

### NG YEW V. CHU KWAI.

This case was adjourned from Friday in order that further witnesses might be subpoenaed. The claim was for \$1,000 for trespass to the goods of the plaintiff.

Mr. R. Harding (of Messrs. Ewins, Hurston and Harding) appeared for the plaintiff, and Mr. Barlow (of Mr. H. K. Holmes' office) represented the defendant.

Young Chik Chan said he was the landlord of the ground floor of 142 Queen's Road East. He distrained on that floor through his agent for three months rent. He received \$70, and his signature was attached to the receipt produced. He received the rent for the second and third months.

His Honour—You gave a receipt on the 8th May?—Yes.

He then writes to ask you to take two months' payment afterwards?—It was only one month's payment, and I distrained to get a month's payment after that.

No, you did not. You distrained for three?—Yes.

And you did it after he had paid?—I was to hand the balance back to him.

This man wrote you on the 10th May asking you to hold over after he had paid you on the 8th, and on the 12th you distrained. What does it all mean?—\$72 was only given me as a guarantee. After distraining for three months I was to return one month's rent.

Mr. Harding—Did you as a matter of fact ever receive the \$72 for which you signed a receipt?—Yes.

Was it arranged between you and the defendant that you were to distrain for three months' rent and pay him the balance back?—No. He guaranteed for two, and I was to distrain for three, and give him one month's money back.

His Honour—Did you return him the one month's money?—I did not see him.

What have you done with the money for the third month then?—You must ask the agent about that.

Mr. Harding—Did you actually receive it or did your agent receive it?—I received it and handed it to my agent.

What did you hand it to the agent for? Is it not the agent's duty to hand money to you?—He is in charge of my affairs and I leave everything in his hands.

When did you go into the shop and lock the door?—On the 4th May.

Why did you go in on that date?—Because he owed me three months' rent, and had not a large stock of goods there.

On what day of the month was the plaintiff's rent payable?—You must ask the agent that.

Who put it into your head to lock this shop up, seeing that your agent knows all about the matter?—You must ask the agent about that also.

Is it not a fact that you heard somebody say he was taking the goods out of the shop?—No.

How did you manage to get a guarantee in respect of the man's rent, he already having absconded, as you know?

His Honour—The thing has resolved itself into this. I am going to send one of them to gaol if I possibly can. They are lying all round.

Mr. Barlow examined the witness.

How long did you have a man watching this shop?—One night.

Why did you send him away?—Because the rent of the shop was guaranteed.

When did you personally go into the shop. On the night of the 4th.

Was it well stocked?—There was not enough there to pay the rent.

How much was the rent?—\$108.

At about how much would you price the goods?—\$70.

His Honour—Not \$100?—No. If they had been worth that much I would not have required a guarantee.

Lo San, rent collector, was next called. He said Ng Yew was the tenant of the shop in question. Witness had collected rents from him, but forgot when he received the last payment. His elder brother collected the rent of this shop.

His Honour—Did you distrain on him this year?—Yes.

What do you mean by saying your elder brother collected the rent of this shop?—When ever I am busy I send him there.

Why did he tell you to distrain two days after he had received the money?—Either you're lying or he is. Which is it?—Lying, what about?

Young Chik Chan was recalled.

His Honour—Your rent collector says that on that letter you ordered him to distrain; and you had signed a receipt two days before. How is that? Which do you say is the lie, the letter or the receipt?—Both are correct.

You say you know nothing about the distrain. This rent collector says you told him about it—He knows all about it. I know nothing.

Who is lying, then? Is he? He says you told him on that letter to distrain.—I did not. I told him to distrain on the 3rd May, but not on the letter dated 10th May.

The rent collector, Lo San, was again put in the witness box.

His Honour—Did your master tell you to distrain on that letter?—No. He told me on the 6th.

His Honour here intimated that he did not intend to proceed with the case. He had the rent collector, the landlord and the defendant called before him. The rent collector had committed to gaol for two months with hard labour for giving false testimony. Before dismissing the other two he told them they also had narrowly escaped going to gaol. The whole thing was a made up job, and the action would be non-suited without costs. His Honour remarking in conclusion that he thought Chu Kwai was lucky not to have to join the rent collector.

## POLICE COURT.

Monday, 4th September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

### A DEBILITATED.

John Clark, fireman of the s.s. *Battenhall* charged with deserting from that vessel, was fined \$25 or one month's imprisonment. Failing to pay, he went to gaol.

### RIOTOUS SEAMEN.

F. T. Davis, the master of the *Albion*, was convicted of being drunk and disorderly, doing damage to Government property and assaulting a Chinaman. He was fined in a \$15 with \$3.68 for compensation.

Manuel Jose, a Portuguese seaman, was fined \$2 for being drunk and incapable.

### A STOWAWAY.

Edward Stark was brought up in custody to-day charged with having travelled on the s.s. *Tean* from Manila to Hongkong without having paid his passage. The facts showed that he had stowed away. He was remanded to the House of Detention pending his case being brought before the German Consul.

### GAMBLERS.

Eleven Chinese fishermen, charged with gambling at West Point, were convicted and fined; the first \$5 each and the remainder \$2 each.

### THE EXTRADITION CASE.

Li Pok Hi, for whose extradition application had been made by the Chinese Government was again brought up on remand. The evidence having been concluded, prisoner was asked what he had to say and in reply said he wished to go to Canton as soon as possible.

The magistrate committed prisoner to Victoria Gaol for fifteen days, to await the further orders of the Governor before being extradited.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

### ROBBING A SAILOR.

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

Three coolies, were brought up charged with robbing a Swedish seaman named Jacobson. The facts, as outlined by Inspector Collett, were that complainant got into a ricksha at the Stag Hotel to go down to a sampan, and was taken by the driver to Shek-Tong Tsui, another coolie pushing behind, while another ricksha followed. At Kennedy Town the driver put down the shafts, and all the four coolies attacked the seaman, two holding him while the others searched him. A lading arrived on the scene and three of the four coolies were arrested. The ricksha puller was sentenced to six weeks' imprisonment, and the other two men to one month's imprisonment each, the further punishment of the stocks being added in each case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).



MESSRS. LANE, CRAWFORD & CO'S  
NEW PREMISES.

Messrs. Lane, Crawford & Co. almost may be described as the "universal providers" of Hongkong for the range of their business issues that it is possible to purchase in their store any household requisite from a pound of tea to a grand piano; they are also able to clothe the male section of the community from head to foot, and they carry many lines attractive to the ladies. Their shipping business also is very large extending to upholstering cabins and saloons, the making of sails, awnings, &c., as well as complete provisioning of ships, and during the last few years the firm has become into prominence as suppliers of ships' fittings and expert ships' upholsterers. They supplied, for example, to the orders of the Hongkong & Whampoa Dock Co. the whole of the cabin and saloon upholstery and galley fittings of the well-known river steamers *Kowloon* and *Lantau*, and those for the Yangtze steamer *Kingling* completed last year. The fine steamers of the Empress Line also bear evidence of the firm's work in cabins and saloons.

The firm of Lane, Crawford & Co. though not quite as old as the Colony itself is very nearly so. It was established in 1850, the original partners being Mr. T. A. Lane and Mr. Nathan Crawford. Glancing at the issues of the *Hongkong Daily Press* in the Fifties we find the firm prominently before the public during a large auctioneering business, having their business premises in Queen's Road on the site they are now vacating, and an auction room in Stanley Street. Mr. William Lane was later admitted to partnership in the firm, and subsequently Mr. David Crawford and Mr. John S. Cox. Both the latter retired from business in 1887 and from that time onward to 1890, Mr. Henry Crawford and Mr. John McCallum were partners. Mr. D. R. Crawford returned to the East in 1890 and continued his connection with the firm until 1891 when the business passed into the hands of the present partners, Messrs. A. H. Skelton, Mr. Duncan Clark and Mr. F. C. Wilford.

Messrs. Lane, Crawford & Co. have occupied the Queen's Road site, or part of it, for the long period of fifty-five years. The removal to more spacious premises has been rendered necessary by the expansion of the firm's business of late years, and they are now removing from Queen's Road to handsome premises situated in a commanding position at the corner of Ice House Street and Chater Road. Messrs. Lane, Crawford & Co. were the first to recognise the necessity of removing to a block of buildings on the Redemtion, owing to the encroachment of the small Chinese shops along Queen's Road Central. Over seven years have been taken in the building of their new premises, many difficulties having arisen with contractors and others. The new building was designed by Messrs. Leigh & Orange. It has four stories with the main entrance in Ice House Street, a short distance from the Perry Wharf. The ground area of the building measures nearly 8,000 square feet, and a space of 10,000 square feet is devoted to the building to the showrooms. The outfitting, greening and hardware departments will be accommodated on the ground floor, and behind these on the same level, will be the ships' stores department. On the first floor are the private and general offices and the tailoring and piano departments—the latter being an ideal show room; on the second floor are the furnishing and ladies' departments as well as spacious workrooms for tailors and upholsterers where the whole of the work is done for these departments. The firm make a great feature of this. All work will be completed by their own workmen on the premises, thus ensuring cleanliness and perfect supervision. There are six bedrooms and a large mess room on the third floor and nine bedrooms on the fourth floor for the accommodation of the firm's large staff of European assistants. Access to all floors is by the usual electric lift.

Messrs. Lane, Crawford & Co.'s mess, which has had an uninterrupted existence of fifty-five years in Queen's Road, may well be described as historic. It will now be carried on in the new premises, where, as before mentioned, there are ample bedrooms for the accommodation of the firm's staff of European assistants.

## A DEATH IN PRISON.

Mr. F. A. Hazeland sitting as coroner, conducted an inquiry at the magistracy yesterday afternoon into the circumstances attending the death of Un Kam, a prisoner in Victoria Gaol.

Mr. Hazeland explained to the jury that he was required under the Ordinance to inquire into the death of any prisoner who died in Victoria Gaol.

The Chief Warder, Edward John Pierpont, said the body of the jury had just arrived was that of Un Kam alias Chua Cheong, a coolie, aged 31, who was received into prison on 2nd January, 1905, convicted of stealing a pair of rubber shoes and disobeying an order of his master. He was sentenced to fifteen months' hard labour.

An assistant warder on patrol, at Victoria Gaol, said he went on duty at the hospital at 6 o'clock, on Sunday evening, and found the deceased in a dying condition. He expired at a quarter to nine the same night.

Dr. W. M. V. Koch, prison surgeon, deposed that on 1st August, he admitted deceased to the hospital suffering from rapid consumption.

The disease took a rapid course and Un Kam died as stated on Sunday night. Witness made a post mortem examination of the body that day and in his opinion death was due to consumption.

The jury returned a verdict of death from natural causes.

RUSSIA AND NEUTRAL  
SHIPPING.

In the House of Commons on July 11th, The Earl of Camperdown called attention to the sinking of the British ship *St. Kilda* and *Ikhona* by the Russian converted cruisers *Dnieper* and *Terek*, on June 1 and 5 respectively, and asked whether representations had been made to the Russian Government with regard to the disobedience of their naval officers to the orders issued to them on this subject; whether the Russian Government had agreed fully to compensate the owners and crews of the two vessels; and whether those converted cruisers were admitted by his Majesty's Government to be ships of war. He said that the sinking of the *St. Kilda* and *Ikhona*, which were on their way from Hongkong to Yokohama at the time, was a violation of international law. The captains of these ships denied that they had any contraband on board, and at any rate, there was no proof that they carried contraband. Not only were the facts of the Russian cruiser violations of international law, but they were in contravention of distinct assurances which had been given to the British Government. The captains of the *Dnieper* and *Terek* appeared to have acted on the orders of Admiral Rozhdestvensky. Every Russian admiral and apparently some Russian captains became a law unto themselves as soon as they left Russia. What had happened showed that the assurances given to the noble marquis who represented the Foreign Office were not worth the paper they were written on. They had no wish to act ungenerously towards the Russian Government in the present circumstances, but the Russian Government or its agents surely could not be permitted to continue as a practice to disregard international law. He did not think it was a matter for surprise if British shipowners were showing a little impatience.

The Marquis of Lansdowne—My noble friend, I think, correctly stated the circumstances under which these two vessels were sunk by Russian cruisers, and it is therefore not necessary that I should recapitulate them. The sinking took place on June 5, and, as soon as possible after the news reached us, we instructed our Ambassador at St. Petersburg to address urgent representations to the Russian Government on the subject. Sir Charles Hardinge dwelt on the great British interest in this country by the news of these incidents, and pointed out more particularly that the conduct of these cruisers was in direct contravention of the statements which had been made to us by Count Lamsdorff in August, 1904—the statements which, no doubt, my noble friend has in mind. We asked for a disavowal of the action of the *Dnieper*; we said that compensation would be demanded; and we called for some security against the repetition of such occurrences. We also asked that the officers of the *St. Kilda* should be transferred from the Russian cruiser at Port Said, and that an assurance should be obtained from the captain of the *Dnieper* that, during the remainder of his voyage, British ships should not experience a recurrence of such treatment; and, in order that there might be no delay in conveying the necessary instructions to these cruisers, we offered to place at the disposal of the Russian Government a British cruiser to which would be entrusted the task of conveying the instructions. We addressed similar representations to the Russian Government when the news of the sinking of the *Ikhona* had reached us. On June 28 Sir Charles Hardinge reported the result of his conversation with Count Lamsdorff, who attributed the sinking of these vessels to instructions issued independently by the Russian admiral owing to the state of disorganization in which the Russian navy had fallen in consequence of the recent disasters that had overtaken them. He promised to send orders to these vessels at once to come home, and to abstain from similar action, and he accepted the offer of his Majesty's Government to convey the necessary instructions by a British cruiser. There were four cruisers altogether; my noble friend mentioned only two. The necessary instructions were, in fact, delivered to three of the cruisers at Jibuti and to the fourth at Batavia, where he was, and is now, informed. The whole of these four cruisers may therefore be considered as no longer in a position in which they are likely to interfere with our commerce. The *Dnieper* has already arrived at Kronstadt, the *Terek* has passed Gibraltar, the *Kobala* has passed Port Said, and the Russian Consul has informed our Consul that she will not interfere with any more British ships. The *Terek*, the fourth vessel, was informed on July 1st at Batavia. My noble friend asked me whether claims for compensation are to be presented. They will be presented as soon as they have been forwarded by the Russian Government to the Admiralty, and we have indicated that these claims will be presented irrespective of the decision of the Russian Prize Court. The claim on account of the *St. Kilda* is in a forward state of preparation, and the claim on account of the *Ikhona* has not yet come in. My noble friend asked me a question as to the view of the Russian Government as to the right of these cruisers to sink a neutral prize. I gather that the Russian Government considers this in an extreme case, a belligerent ship is justified in sinking a neutral prize. We have, as my noble friend knows, a different view. The last question my noble friend asked me had reference to the status of these ships. In our view, such vessels, whether they belong to the Russian Volunteer Squadron, or whether they are converted cruisers, are merely vessels acquired and properly commissioned as a Russian prize, as the *Terek* was, ships of war, and are entitled to be so regarded. The status of the vessel, whether it is a Volunteer Fleet or not, is, I think, distinct from the general question of the right of a belligerent ship to sink a neutral prize. My noble friend referred to the discussion which took place in 1904, discussions in which the case of the *Volunteer*, as she then was, the *Dnieper*, as she is now, played a conspicuous part. But I dare say my noble friend will recollect that at that time, we were discussing more particularly whether vessels of this class which were in the Black Sea had a right to emerge from the Black Sea in the guise of peaceful vessels and then suddenly to transform themselves into ships of war and behave as ships of war. We protested very strongly against that view—but that is a circumstance which, of course, is not present in the matter we are now discussing.

The Earl of Camperdown. The noble marquis said that these claims for compensation will be pressed irrespective of the decision of the Russian Prize Court. I should like to ask the noble marquis how the Russian Prize Court can give any decision, because the vessels in question are at the bottom of the sea, their goods are there also, and their crews have been released. I do not see, therefore, how the Russian Prize Court can have anything to adjudicate upon.

The Marquis of Lansdowne—I imagine it would be possible for the owners to produce evidence as to the circumstances in which ships were sunk, the nature of their cargo, and their destination.

JUDICIAL COMMITTEE OF THE  
PRIVY COUNCIL.

Present—Lord Macnaghten, Lord Davey, Lord James of Harford, Sir Arthur Wilson, and Sir Gorrell Barnes sitting with Admiral Rodney M. Lloyd, C.B., and Captain W. P. Calborne, C.B., as Naval Assessors.

The owners of the British steamship *Empress of India* v. The Imperial Chinese Government, owners of the cruiser *Quantai*.

This was an appeal from a judgment, of November 6, 1903, of his Britannic Majesty's Supreme Court for China and Korea at Shanghai, in Admiralty, in an action arising out of a collision between the steamship *Empress of India* and the Chinese cruiser *Quantai* by which judgment the *Empress of India* was pronounced to be solely to blame for the collision.

Mr. Robson, K.C., Mr. Butler Aspinall, K.C., and Mr. P. Dawson Miller were counsel for the appellants; Mr. Jackson, K.C., Mr. R. B. D. Acham, K.C., Mr. John Mansfield, and Mr. Drummond for the respondents. The respondents were the Canadian Pacific Railway Company, the owners of the *Empress of India*, a steamship of 5,000 tons gross register, which was sublet by the Admiralty for service as an armed cruiser. The collision in question took place in the China Sea on the night of 17th August, 1903. The *Quantai*, a Chinese Government cruiser of 2,200 tons, was proceeding on that night from Shanghai to Hongkong, having on board munitions of war for Canton. Her crew numbered 178, and in addition she was carrying six passengers. The *Empress of India* was on her way to Hongkong. The night was fine, though dark. The regulation lights of both vessels were burning brightly. On the part of the *Empress of India* it was stated that at 9.45, when she was some distance past the Lammae Island, the stern light of the *Quantai* was noticed about eight miles away and being almost ahead, but very slightly to the starboard bow. She continued on her course, the *Quantai* slowly at first, but afterwards more rapidly as she drew nearer. At 11.38 p.m., when approaching Breaker Point, the Chinese cruiser's stern light being then about one point or a little more on the starboard bow and rather less than a mile distant, the course of the *Empress of India* was altered four degrees to starboard. At 11.43 p.m. the *Quantai*'s light had broadened to about two to three points, which was exhibiting no light, was about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow, and about three-quarters of a mile distant, and on or two points on the starboard bow. The helm of the *Empress of India* was thereupon starboarded half a point. A little later, when it appeared that the *Empress of India* would pass the junk all clear on the starboard bow, the order was given to resume the course, but immediately afterwards and before the order was carried out the *Quantai* was observed to be swinging rapidly to starboard. At that moment a faint light was seen on the starboard bow,



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for cash.

## NEW ADVERTISEMENTS

## KING EDWARD HOTEL.

## NOTICE

FROM this date Mr. G. L. A. SMITH ceases to be Manager of the above Hotel. DORABJEE & CO., Proprietors.

Hongkong, 4th September, 1905. [2065]

## TO LET

NEW HOTEL in ROBINSON ROAD, KOWLOON. Furnished or Unfurnished.

No. 6, REDNAXELA TERRACE with immediate possession.

Apply to—

PERCY SMITH & SETH,  
5, Queen's Road, Central.  
Hongkong, 5th September, 1905. [2062]

## PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, On TUESDAY and WEDNESDAY, the 12th and 13th September, 1905, at 10 A.M. each day, at H. M. NAVAL YARD, SUNDAY NAVAL VICTUALLING, OBSOLETE and CONDEMNED STORES.

Comprising—  
BOATS, ENGINES and BOILERS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWKERS, BRASS, COPPER, IRON, MANGANESE, BRONZE, PAPER, STUFF, CANVAS, FURNITURE, BLANKETS, PROVISIONS, IMPLEMENTS, CLOTHING MATERIALS, CASK STAVES, 1,000 HAT RIBBONS, (labeled "Sparrowhawk," "Humber," and "Tweed.")

Catalogues will be issued.  
Terms of Sale: As Customary.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 5th September, 1905. [2063]

DOUGLAS STEAMSHIP COMPANY, FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAITAN," Captain J. S. Rouch, will be despatched for the above ports on THURSDAY, the 7th inst., at twelve o'clock at Noon.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., General Managers.  
Hongkong, 5th September, 1905. [2064]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impounding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.  
Hongkong, 4th September, 1905. [2059]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship "SLAVONIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY. Any Cargo impounding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.  
Hongkong, 4th September, 1905. [2060]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "TIENTSIN,"

FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.  
Hongkong, 4th September, 1905. [1]

## NEW ADVERTISEMENTS

STEAMSHIP "POLYNESIAN," COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from London ex s.s. "Charante," from Havre ex s.s. "Cristine," in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 11th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.  
Hongkong, 4th September, 1905. [2]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Purchasable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th inst. will be subject to rent.

CARLOWITZ & CO., Agents.  
Hongkong, 4th September, 1905. [4]

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Line Steamship "BOGOR,"

Captain Werkhoven, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims for damage must be sent in before 12th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Batavia, Cheribon, Samarang, Sourabaya and Macassar on the 7th inst.

Head Agency of the JAVA-CHINA-JAPAN LINE, Alexandra Buildings.

Hongkong, 4th September, 1905. [2061]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.  
Leading Articles—  
The Manchester Case.  
Business Speculations.  
Chinese Punishments.  
A Boycott Scapgoat.  
Scientific Predilection.  
Assets and Values at Hongkong.  
The Peace Terms.  
Hongkong Jottings.  
Civil Service Cricket Club.  
Victoria Recreation Club.  
Navalyard Football Club.  
The Chinese Commercial Union.  
Mr. Oliver Bainbridge at Hongkong.  
Supreme Court.  
Canton.  
Macao.  
Pakhoi.  
The Typhoon.  
Companies—  
Hongkong Hotel Co., Ltd.  
Hongkong Cotton Spinning, Weaving, and Dyeing Co., Ltd.  
Finance at Hongkong.  
The American Visitors.  
A Coolie's Death.  
The Borneo Government.  
The China Association.  
Correspondence.  
The Intellectual Equipment of Missionaries.  
Commercial.  
Shipping.  
Subscription: \$12 per Annum, payable in advance, postage \$2.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 5th September, 1905.

NOTICE.

THE Business hitherto carried on by the undersigned have been amalgamated, and will in future be carried on under the name of PERCY SMITH AND SETH, at No. 5, Queen's Road Central.

H. PERCY SMITH, F.C.A. & S. A. SETH, J. HENNESSEY SETH.  
Hongkong, 30th August, 1905. [2060]

FOR SALE.

FIRST-CLASS RESTAURANT. With immediate possession. Rent and Expenses Very Small and Large Profits.

Apply to—  
"RESTAURANT" Care of "Daily Press" Office.  
Hongkong, 1st September, 1905. [2039]

RUINANT PERE & FILLS, REIMS.

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 17th May, 1905. [221]

## INTIMATIONS.

THEATRE ROYAL, HONGKONG. Lessee & Manager, Mr. W. HOLLINWORTH.

TO-NIGHT (TUESDAY), 5th SEPT. AND EVERY EVENING. Until further Notice.

Doors Open at 8 P.M. Commence at 9 Sharp. Under the direct patronage of His Excellency the GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

THE FAMOUS GAIETY STARS

POINTE VAUDEVILLE and SPECIALITY COMPANY. A PRONOUNCED SUCCESS. BUT ONE OPINION: THE MOST SUCCESSFUL VAUDEVILLE COMBINATION EVER INTRODUCED TO THE ORIENT.

PLAN AT THE ROBINSON PIANO COMPANY. Prices: \$3, \$2 & \$1.

Special late Trams (High and Low Level) after the Theatre.  
Hongkong, 4th September, 1905. [2054]

SUN FAT & CO.

MANUFACTURERS and DEALERS in LADIES' and CHILDREN'S UNDERWEAR, EMBROIDERIES, LACES, SILKS, PONKOS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EBONY FURNITURE and PARCELS GODOWN.

No. 82, QUEEN'S ROAD CENTRAL. Any Order Promptly Attended To.  
Hongkong, 12th January, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday, excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.  
Hongkong, 18th November, 1901. [55]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On THURSDAY, the 6th September, 1905, at 11 A.M. at ARMY ORDNANCE STORES, QUEEN'S ROAD EAST, THE FOLLOWING GOVERNMENT STORES:

At the Arsenal Yard—  
IRON BEDSTEADS, HAMMOCKS, MUSTARD POTS, LEMON SQUEEZERS, OFFICERS' MARQUETTES, PUMPS, PICK AXES, INTERCHANGING IMPELLERS, CHEVAUX DE PRISE FEETHAM'S, CIRCULAR COOKING STOVES, HAND BARROWS, GALVANIZED STEEL WIRE ROPE, MINERALIZED CEMENT, ELASTIC CEMENT, PAINT GROUND IN OIL, ANTIPOULING COMPOSITION, VARNISH for ANTIPOULING COMPOSITION, COMPOSITION for CANVAS, ABLES' MIXTURE, PLENCY HOSIERY, BELLOS and S-SORKS for WHEELS, FELLOES, COPPER, MANGANESE, BRONZE, ZINC, GUNMETAL, BLANKETS, WHITE and GREY, HORSE HAIR, ROPE, DOOSMOOTIE, DUCK TENT, LEATHER, SERGE, WOOD, PACKING CASES, CASKS, &c. &c.

Also a Quantity of NEW and PART-WORN CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH, Auctioneers.  
Hongkong, 4th September, 1905. [2053]

By ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSES. HUGHES AND HOUGH have received instructions to sell by Public Auction, On THURSDAY, the 7th day of SEPTEMBER, 1905, at 3 P.M., at their Sales Rooms, the following VALUABLE LEASEHOLD PROPERTY situated at Victoria, in the Colony of Hongkong, viz:—

All those pieces or parcels of ground situate at Victoria aforesaid registered in the Land Office respectively as THE REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and the REMAINING PORTION OF INLAND LOT No. 505 together with the messuages thereon known as Nos. 54, 56, 58, 60 and 62 Stone Nallah Lane and Nos. 4, 6, 8, 10 and 12 Wanchai Road. Area 3,720 square feet or thereabouts. Term 999 years.

For further particulars and conditions of sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to Messrs. HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 29th August, 1905. [2048]

THE DIRECTORY AND CHRONICLE FOR 1905

Complete Edition ... \$10.00  
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. AH YAU'S FERRY WHARF STALL. Price 15 cents per copy Cash.

Hongkong, 22nd December, 1903.

## PUBLIC COMPANY

TEBRAU PLANTING COMPANY, LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Registered Office, Alexandra Buildings, THIS DAY (TUESDAY), the 5th Sept., at Noon, when the subject of the Meeting of the Company held on the 18th August, will be submitted for confirmation as a Special Resolution.

"That the Company be wound up voluntarily and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

JOHN D. HUMPHREYS & SON, General Managers.  
Hongkong, 5th September, 1905. [1922]

INSURANCES

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY. TOTAL FUNDS at 31st December, 1904, £17,161,290.

I. AUTHORIZED CAPITAL, £3,000,000  
Subscribed Capital, £2,750,000  
Paid-up Capital, £2,750,000  
II. FUND, £3,000,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 30th June, 1905. [1567]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.  
Hongkong, 1st January, 1904. [13]

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [181]

NOTICE.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a Public British Insurance Company. Head Office: London. Established in London in 1861.

W. H. TRENCHARD DAVIS, Branch Manager & Underwriter, Hongkong.  
Hongkong, 31st August, 1905. [2032]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

WITH Private Family suitable for Gentleman, Good Locality, Central. Tennis. Apply to—  
G. L. Care of "Daily Press" Office.  
Hongkong, 19th August, 1905. [1921]

FIRST-CLASS BOARD AND RESIDENCE at "BRASSIDE"

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS "Brasside," 20, Macdonnell Road, (late of "Tang Yuen").  
Hongkong, 27th June, 1905. [1535]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]

TO LET

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Buildings. Apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 4th March, 1905.

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on lease. Apply to—  
CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central.  
Hongkong, 18th July, 1905. [92]

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road. Apply to—  
H. N. MODY.  
Hongkong, 2nd May 1905. [1114]

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Rooms Houses Tennis Court. Apply to—  
ARRATON V. APCAR & CO., 45, Wyndham Street.  
Hongkong, 13th June, 1905. [1434]

TO LET.

A WELL-FURNISHED ROOM with Bathroom and Verandah to let, with Board, in a private English family. Magnificent View of Harbour. Apply to—  
ALPHA, Care of "Daily Press" Office.  
Hongkong, 4th September, 1905. [2052]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GATPP & Co.) For Offices. Apply—  
KELLY & WALSH, LD.  
Hongkong, 4th September, 1905. [2051]

## TO LET

TO LET.

HOUSES Nos. 47, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplaces, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—  
CHINA MERCHANTS S. N. CO., 15 & 16, Praya West, Hongkong.  
Hongkong, 6th July, 1905. [1614]

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to—  
E. A. DE CARVALHO, 14, Arbuthnot Road.  
Hongkong, 13th May, 1905. [1119]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town. Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th June, 1905. [1539]

TO LET.

NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. Apply to—  
COMPTON'S DEPARTMENT, Nippon Yamen Kaisha.  
Hongkong, 3rd June, 1905. [94]

TO BE LET.

ONE or TWO ROOMS, as Offices or Bed-rooms, in Des Vaux Road. Central position. Light and Airy. Apply to—  
Care of "Daily Press" Office.  
Hongkong, 15th August, 1905. [1890]

TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. Kruze & Co. Apply to—  
MACWEN, FRICKEL & CO.  
Hongkong, 15th August, 1905. [1889]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 30th June, 1905. [1563]

TO LET.

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Office. For particulars apply to the undersigned.

C. H. GRACE, Secretary.  
Hongkong, 1st June, 1905. [1850]

TO LET.

NO. 1, RIFON TERRACE. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS, PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 3rd August, 1905. [181]

TO LET.

NO. 3, MACDONNELL ROAD. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 20th July, 1905. [1707]

SHOP TO LET.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO Co. Possession, November 1st. Apply to—  
W. BREWER & CO., Queen's Road.  
Hongkong, 22nd August, 1905. [1849]

TO LET.

"PARKSIDE" KOWLOON, a Six Rooms Detached House Standing in its own Grounds, facing the King's Park. For Particulars, apply to—



## SPECIAL SALE

AT  
**ROBINSON'S**  
OF  
**PIANOS.**  
**PIANOLAS.**  
MUSIC AND MUSICAL  
INSTRUMENTS  
OF ALL KINDS  
**PREVIOUS TO  
REMOVAL.**

The following Pianos are thoroughly sound  
and reliable, and are

**GUARANTEED  
FOR THE CLIMATE.**

Intending buyers should not miss this most  
favourable opportunity of securing one of these  
Great Bargains.

## UPRIGHT PIANOS

Maker.	Sale Price.	Former Price.
LUNAN	\$150	\$475
CABIN PIANO	180	350
HOPKINSON	290	480
PEYSEL	295	525
OWN MAKE (R.P. Co.)	300	450
SCHIEDMAYER	320	500
KIRKMAN	325	480
STUART	335	450
ROSENCRANZ	350	500
OWN MAKE (OVER STRUNG)	385	500
BROADWOOD	400	600
SPAEHLE	400	500
COLLARD	500	700
HAARKE	525	600
RACHALS	575	750
KRAUSS	585	650
HOPKINSON	600	750
WINKELMANN	675	750
STEINVEG	700	850

GRAND (Small & Large) PIANOS.	
COLLARD ... \$300 formerly \$650	
BROADWOOD 390	700
COLLARD (as New)	
390	750

Hongkong, 4th September, 1905. 12055

**NOW READY.  
A TABLE OF THE  
RATES OF EXCHANGE AT  
HONGKONG**

for Demand Drafts on London on the day of or  
proceeding the Departure of the English Mails;  
also Table of Yearly Approximate Averages  
FOR 31 YEARS,  
FROM

1874 to 1904.

Price 32 Cash. On Sale at the "DAILY  
PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

**報新外中港香**  
**CHUNG NGOI SAN PO**  
(Chinese Daily Press),  
PUBLISHED DAILY,  
is the oldest and still immeasurably the best  
medium for Advertising among the  
Native Community.  
Established for nearly FORTY YEARS  
circulates largely throughout Southern China  
Indo-China, etc.  
Terms for Advertising (Translations free) can  
be obtained at the Office, 14, Des Vaux Road  
Central, Hongkong, 131, Fleet Street, London  
or from the different Agents.  
Documents translated from or into Classical  
or Colloquial Chinese.

## TWO OPERATIONS FOR KIDNEY DISEASE.

PAIN AND WEAKNESS IN THE BACK;  
DIZZY SPELLS; POOR APPETITE;  
URINARY DISORDERS, ETC.  
PATIENTS SUFFERED 30 YEARS, AND  
25 DOCTORS TOOK UP THE CASE.

3, Maxwell Place,  
Glasgow, Scotland.

For thirty years I was a martyr to what I  
always believed was kidney disease. The first  
sign, I can well remember, was a dull pain and  
weakness in my back, followed by headaches and  
dizzy spells. My body and limbs swelled, and  
my eyesight was affected; I lost my appetite,  
and my tongue was to be thickly coated. (I  
ought also to tell you, as further proof of my  
trouble being with the kidneys, that the urine  
was very thick and unnatural.)

During those thirty years of suffering, I  
tried doctor after doctor, without getting any  
better. Altogether twenty-eight doctors took  
up my case, but all alike seemed unable to help  
me. Twice I was obliged to undergo agonising  
operations, and these failing to relieve me, the  
doctors declared I could never be cured.

I had spent nearly all my savings on doctors'  
fees and medicines, when, about four months  
ago, I came to hear of Doan's Backache Kidney  
Pills. I began with these, and before many  
days had passed I could tell they were doing me  
good; my back was certainly a little easier, and  
sleep at nights was more refreshing. I con-  
tinued with the medicine, and it is one of the  
greatest pleasures in my life to be able to tell  
you that they have made me quite a different  
man. I feel better now than I have been for  
the past thirty years. My appetite is wonder-  
fully improved, and I do not suffer like I used  
to from backache. My eyesight is better, and  
I am not troubled with the dizzy spells; the  
urine is clear and natural.

I gladly give you permission to publish this,  
and I hope it will be helpful to others.

Yours gratefully,  
(Signed) Miss E. MILLS.  
Doan's Backache Kidney Pills are 20's a box,  
or 10's for 6 boxes. To be had of all chemists  
and medicine-dealers, or direct from the  
proprietors, the Foster-McClellan Co., 3,  
Wells Street, Oxford Street, London, England,  
post free on receipt of price.

[73-18]

## THE TYPHOON AT MANILA.

The *Cablegrams* of August 30th reports:—  
The typhoon swept down upon Manila on  
Monday night and blew with fury all through  
the night.

Out in the bay the waters were lashed into  
foam and the waves dashed up the whole length  
of the bay shore. The breakwater stood the  
test well. The oil ketch *Kyongchi* dragged her  
anchor and it was feared she would be grounded  
on the beach but her mudhooks made another  
grapple and held fast.

Shipping was at a standstill yesterday. The  
*Zaire*, due from Hongkong Monday night,  
had not been reported up to a late hour. The  
Cavite ferry boats did not run and very few  
launches braved the storm even behind the  
breakwater.

Damage to the extent of \$5,000 has been done  
to the sea wall under construction by the Atlan-  
tic Gulf and Pacific Company as part of the  
foundations of the new residence of the com-  
manding general of the division. Some 450  
feet of the wall have been torn down by the  
breakers, which for several hours had played  
upon it. For a time it was feared that the  
whole of the wall would disappear and have to  
be rebuilt, and one of the new officers' quar-  
ters was also given up for lost, and may even yet  
be lost, if the work done last night was not  
it should not prove successful or the fury of the  
typhoon. The telephone service was wrecked.

## MANCHURIAN PETROLEUM.

It is rumoured that the Standard Oil  
Company is taking steps to get a hold on the  
oil fields of Manchuria now that the Russian  
grip-on-them has loosened. Before the war  
broke out, the vast oil fields of Manchuria were  
not thoroughly worked. It is not even  
generally known that there are oil wells in  
Manchuria, but there are and what is more the  
Standard Oil Company has had its eagle eye  
upon them for years. While they supplied oil  
of a poor sort for certain parts of China, they  
were not thoroughly worked and no  
attempt was made to fully develop their  
possibilities. Through the Russo-Chinese Bank,  
the Russian government, supported and aid  
in this development, as far as it went.  
Merchants and other large oil buyers were given  
special privileges at the bank if they bought  
Manchurian oil exclusively. Purchasers of  
American and other oils (mostly the oils from  
Java and Sumatra) were compelled to come up  
to the scratch in all financial dealings, but the  
favoured buyers enjoyed special discounts and  
extensions, not only on their oil business  
dealings, but on other business as well. At  
one time kerosene was one of the principal  
articles of import into Manchuria, and most  
of it was American oil. But this play on  
the part of the Russian government, though  
soon out of the business for Americans and the  
Hollanders in Java down to almost nothing.

## EVADING THE LAW.

INCREASE IN PROSPECTUSLESS COMPANIES.  
The winding up of ninety-four companies  
during 1904 resulted in an estimated loss to  
unsecured creditors and shareholders of  
£3,583,895.

This fact is contained in the report issued  
on July 31st by the Board of Trade on the  
working of the Companies (Winding-up) Act  
of 1890.

One of the most striking features of the  
report is the statement that the number of  
companies which issue a prospectus has de-  
creased to an alarming extent.

While, in 1901, 11.78 per cent. of the com-  
panies registered—possessing 35.41 per cent. of  
the total nominal capital—issued a prospectus,  
the percentages had dwindled last year to 7.07  
and 15.25 respectively.

A striking instance of the evils of prospectusless  
companies is given in the case of the Ivory Coast  
Mining Corporation, Limited, with a nominal  
capital of £250,000 in £1 shares. In order to  
obtain public money, the promoting company  
subscribed in the name of a nominee for 35,000  
shares upon which they paid the application  
and allotment money and then, through an agent  
in Paris, 19,949 of these shares were sold to  
various persons, mostly residents in France.

There was a general falling-off in the number  
of new companies registered, as will be seen in  
the following table:—

Year.	Companies registered.	Total nominal capital of each company.
1895	4,291	£285,261,077
1900	4,509	206,828,941
1903	3,692	115,657,364
1904	3,478	83,914,688

One factor in the decrease of the number of  
companies is the registration of companies abroad.  
This, the report states, is done chiefly with a  
view to avoiding the capital and other duties  
payable in the case of companies registered in  
the United Kingdom; and to avoid the restric-  
tions imposed by the Companies Acts.

The only exact figures obtainable relate to  
registrations in Guernsey, but these the practice  
appears to have received a check, as will be seen  
from the following table:—

Year.	Companies registered.	Total nominal capital.
1899	2	£27,250
1903	75	18,894,000
1904	60	14,887,140

## THE AMERICAN PRESS AND THE PLENIPOTENTIARIES.

The *Times* correspondent, telegraphing from  
New York on July 30 said:—

Japan and Russia probably think that they  
are going to enter upon peace negotiations  
between themselves without the interference of  
any other party or parties. There is, however,  
a third party to the negotiations who will not  
be denied, who can be nothing else than a  
disturbing element, and who, already has done  
something to threaten the success of the  
conference.

This party is the American reporter. To  
represent to this headhunting person the  
imaginative "interviews" he is printing with  
the Japanese official whom he terms "Baron  
Komura's secretary and spokesman" are cal-  
culated to prolong the war would be quite useless.  
The American reporter personally is usually  
honourable and conscientious, but he lives in an  
atmosphere of sensation, and his success in his  
career depends on his ability to be sensational.  
Consequently, since Baron Komura and his party  
landed in America, columns upon columns of so-  
called interviews have been published containing  
statements for which there has been practically  
no justification whatever.

When the Japanese peace party arrived in  
America they did what was probably in the  
circumstances the best thing to do—they dis-  
tinguished one official, Mr. Sato, as the only member  
of the party who was allowed to speak to  
reporters. They were evidently aware of what  
would be the result for Baron Komura and the  
others were an attempt made to keep absolutely  
silent, and decided on the creation of a buffer  
as the only way in which to escape continual  
annoyance. The effect, however, has been un-  
fortunate. Long before Baron Komura arrived  
in New York conversations with Mr. Sato were  
telegraphed here as interviews with the chief  
plenipotentiary. I am sorry to say that I  
myself was deceived by one of these despatches,  
which was also so clearly written that it might  
very well have been an interview with Baron  
Komura himself, and telegraphed part of it to  
you. As a matter of fact, Baron Komura has  
not said one word to newspaper men since he  
arrived in this country.

It is, however, since the Japanese reached New  
York that the fullest play has been given to the  
imagination of the reporters. "Baron Komura's  
secretary" is represented as having said that  
Japan would demand an immense indemnity  
that there would be no armistice until the new  
treaty had been signed, that Japan would keep  
Sakhalin, and that she would grant the open  
door in Manchuria. Mr. Sato assured me to-  
day that in reality he had done nothing more  
than in a general way expressed the sentiment  
of the Japanese people concerning various matters.  
He never said anything about an armistice, and  
was always careful to point out that he was not  
speaking officially and did not even know any of

Japan's peace terms. Nevertheless his alleged  
statements have been telegraphed at length to  
Europe and have been reproduced in *St. Peters-  
burg*, where apparently they are taken quite  
seriously and where they have created the worst  
impression, and, according to a despatch printed  
to-day, have resulted in the resuscitation of  
warlike sentiments.

## DANGERUS HAIR COMBS.

A woman who lost her hair because of the  
combustion of a celluloid comb obtained £50  
damages on 31st July in the Marylebone County  
Court against the firm of drapers from whom  
she bought the comb.

Miss Margaret Carter, of Accl-road, West  
Hampstead, bought a set of hair-combs from  
Messrs. W. Hoper, drapers, of High-road, Kil-  
burn, and shortly afterwards went on a visit to  
Norfolk farm-house.

While I was staying there I washed my pet  
dog," she told the court, "and then set it in  
front of the fire to dry. Then I heard a little  
sizzling noise, and turning I heard I saw a  
cloud of smoke rising from my hair."

Miss Carter showed the sympathetic court a  
great mass of hair which had been burnt from  
her head, and which had entangled in it a piece  
of one of the celluloid combs.

She said that when she purchased the combs  
the shop girl assured her they were made of  
bone.

At the earnest persuasion of her counsel she  
consented to remove her hat and to show the  
jury the "place that had not yet healed," and  
medical evidence was then called to prove that  
the roots of the hair had been destroyed, with  
the result that she would be partially bald  
for ever.

For the defence it was contended that no  
representation was made, and that no warranty  
was given to Miss Carter.

Judge Solle thought it was stretching the  
point rather too far to hold the draper respon-  
sible for damages in such a case, but the jury  
awarded £50 damages and £4 special damages.

## NERVOUS EUROPE.

A London halfpenny journal says:—  
The *Reichsbote* which, as already stated, is  
inspired from very high sources, devotes six  
columns to the Baltic incident. It declares  
that the various denials, explanations, and  
evasions of official journals on both sides do not  
alter the hard facts of the situation.

The journal then proceeds to explain that the  
desire to close the Baltic Sea is not due exclu-  
sively to the objection to British warships, but  
also to the fear that if peace negotiations lead  
to no result the Japanese may decide to dispatch  
a fleet to the Baltic.

The initiation of hostilities in the Baltic, with  
its incidental floating mines and their grave  
dangers for neutral Powers, would be exceed-  
ingly objectionable to Germany, Sweden, and  
Denmark.

This consideration, continues the *Reichsbote*,  
makes it clear that it is a matter of urgency to  
close the Baltic before the Japanese fleet can  
pass the Great Belt.

Another leading Conservative journal, the  
*Hamburger Nachrichten*, adopts precisely the  
same attitude, and publishes a strong demand for  
the speedy closure of the Baltic.

The *Deutsche Tageszeitung* suggests that the  
British fleet, in coming to the Baltic, may be  
contemplating a repetition of the destruction of  
the Danish fleet at Copenhagen in 1801, with  
the difference that this time the German fleet  
is the object of attack. It advises the Govern-  
ment to mobilise the entire navy and keep it  
ready for action till the British warships leave  
the Baltic.

The *Deutsche Tageszeitung* also advocates a  
European coalition against Britain. Germany  
should bottle up the British fleet which ventures  
into the Baltic, while the combined French,  
Austrian, and Italian Mediterranean squadrons  
proceed to Malta, and the French Atlantic squad-  
rons and a German fleet could at the same time  
pay a visit to Ireland.

What could the Queen of the Seas do  
then? asks the *Tageszeitung*.

## JAPANESE STEEL WORKS.

An important feature of 1904 is the in-  
creasing production in Japan due to the  
Imperial Steel Works at Wakamatsu. Rails,  
bars, angles and plates are now being turned  
out in quantities by these works, while  
machinery is being ordered for the production of  
telegraph wire, rivets, bolts, nuts, etc. At pre-  
sent the whole of the production goes to meet  
government requirements, but in the near future  
the importers will find a serious competitor in  
this establishment. It may safely be said that  
but for the war most of the rails imported  
during the past year would have been manufac-  
tured in Japan at the Imperial Steel Works.  
Figures are not available, but it is known for  
certain that about 18,000 tons of 60-lb. rails  
were manufactured there for use in building  
the military lines in Korea, besides many  
thousand tons of lighter rails. The United  
Kingdom's share of the rail import to Japan is  
reduced to 10 per cent., the largest share in the  
trade falling to America. British prices have  
been higher than those of other countries, and  
besides this British steamers have on certain  
occasions refused to carry railway material.  
Belgium and Germany have supplied several  
lots of tramway rails, a specialty not obtained  
in the United Kingdom.—*British Consul  
Report.*

## GREGOR &amp; CO.,

34, QUEEN'S ROAD CENTRAL.

## WHISKIES.

CLUB No. 1 ... .. \$18.00 Per Doz.

ROYAL OLD HIGHLAND ... .. 24.00 "

J.R.D. Plain ... .. 11.75 "

J.R.D. \*\*\* ... .. 11.25 "

[45-9A]




## BOVRIL

Gives Strength and Vigour.

Bovril is highly nutritious it quickly  
relieves fatigue after great exertion  
and gives invaluable aid in the  
exhaustion and depression which  
follow many ailments.

Stop itching of the scalp instantly.

**GOING! GOING!! GONE!!!**

HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. TOO LATE FOR HERPICIDE.

**NEWBRO'S HERPICIDE**

The Original Remedy that "Kills the Dandruff Germ."

**QUITE HOMELY—QUITE ATTRACTIVE**

The woman with homely features will not look so attractive if her hair is crowned with an abun-  
dant growth of dandruff. But, on the other hand,  
the finest contour of female face loses much of its  
attractiveness if the hair is scanty or looks dis-  
eased. The dandruff microbes cause dandruff, brittle  
or lustreless hair with tetter dandruff, itching scalp  
and falling hair. Newbro's Herpicide destroys  
this enemy of beauty and permits the hair to grow  
as nature intended. A delightful hair dressing.  
Gives wonderful results. No oil or dye.

Drug Stores, \$1.00.

A. S. WATSON & Co.,—HONGKONG, SPECIAL AGENTS.  
Applications at prominent barber shops.

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

**E. D. PROTOPAPAS & CO.**  
ALEXANDRIA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.



SOLE AGENTS FOR HONGKONG

1569] **KRUSE & CO., CONNAUGHT HOUSE**

UNTOUCHED BY HAND.

**MELLIN'S  
FOOD**

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch  
When prepared is similar to Breast Milk.

MELLIN'S FOOD, LONDON, ENGLAND.

2891]

## BEYER, PEACOCK &amp; CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

## LOCOMOTIVE ENGINES

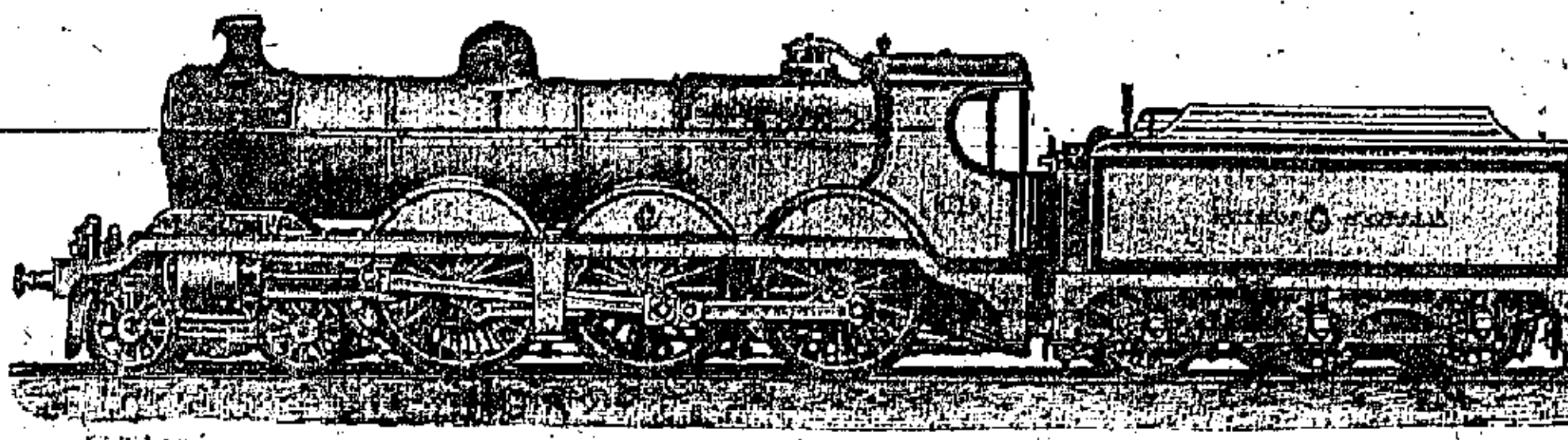
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR  
LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES,  
YARD ENGINES, &c.

WHEEL AND OTHER LATHES,  
MILLING MACHINES, DRILLS,  
PLANERS, SLOTTERS, &c.



EMERY GRINDING MACHINES  
A SPECIALITY.

ALL TOOLS ELECTRICALLY  
DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES  
AND MACHINE TOOLS ARE  
MADE ACCURATELY TO  
STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

Representative in Japan and China—Mr. ROLAND FINCH, No. 5, Bund, Yokohama.

1176-1







# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TEENKA"	On 6th September.	
GLASGOW and LIVERPOOL	"DIOMED"	On 14th September.	
GLASGOW and LIVERPOOL	"KALSON"	On 21st September.	
GLASGOW and LIVERPOOL	"DAVIDSON"	On 28th September.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 5th October.	
GLASGOW and LIVERPOOL	"CHINGWU"	On 12th October.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 19th October.	
FOR LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 12th September.	
"GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.	
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.	
"GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th October.	
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.	

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and N. PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TYDEUS"	On 1st October.	
FROM TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"YANGTZE"	On 28th September.	
	"KEEMUN"	On 30th October.	

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
CHEFOO and NEWCHWANG	"WUHU"	On 5th September.	
SHANGHAI	"YOHOW"	On 5th September.	
TAIWANPOO	"SINGAN"	On 5th September.	
MANILA	"TEAN"	On 6th September.	
TSINGTAO, CHEFOO and NEWCHWANG	"KASHING"	On 6th September.	
KOBE	"CHANGSHA"	On 6th September.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 23rd September.	

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Takes Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

# HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Shipping Cargo on through bills to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the  
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

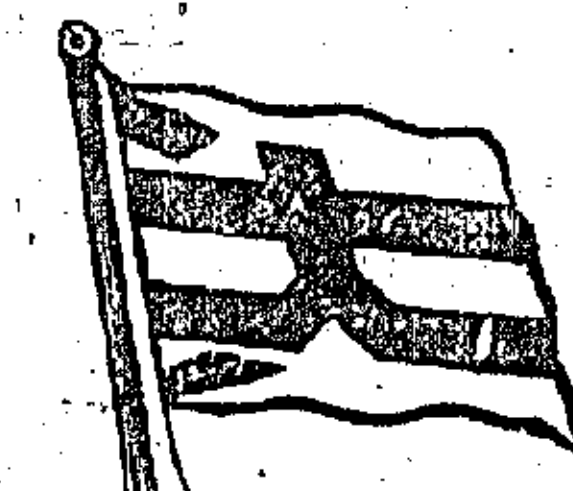
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
* RHENANIA	HAVRE and HAMBURG	On 6th Sept.	Freight & Passengers
* SCANDIA	HAVRE, BREMEN and HAMBURG	On 20th Sept.	Freight & Passengers
* SILESIA	HAVRE and HAMBURG	On 4th Oct.	Freight & Passengers
* CAPT. BALLE	(Calling at Singapore, Penang and Colombo)	On 10th Oct.	Freight & Passengers
* SUEVIA	HAVRE, ANTWERP and HAMBURG	On 10th Oct.	Freight & Passengers
* SLAVONIA	HAVRE and HAMBURG	On 18th Oct.	Freight & Passengers
* CAPT. MADSEN	(Calling at Singapore, Penang and Colombo)	On 18th Oct.	Freight & Passengers
* SGOVIA	HAVRE and HAMBURG	On 1st Nov.	Freight & Passengers
* CAPT. SCHNEIDER	(Calling at Singapore, Penang and Colombo)	On 1st Nov.	Freight & Passengers
* VANDALIA	NEW YORK via SUEZ	About 5th October.	Freight & Passengers

Special attention of intending Passengers is drawn to the splendid accommodation of these  
steamers. Saloon and cabins amply lighted throughout by electricity. Duly qualified  
doctor and stewardesses are carried.

For Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"DALIN MARU" H. OHTA	SUNDAY, 19th Sept. at Noon.
ANPING VIA SWATOW AND AMOY	"PROMISE"	WEDNESDAY, 6th Sept. at Noon.
TAMSUI VIA SWATOW AND AMOY	"PROTEUS"	THURSDAY, 7th Sept. at 10 A.M.
* SHANGHAI VIA SWATOW AND AMOY	"FRITHJOF"	WEDNESDAY, 13th Sept. at Noon.

This Steamer has superior accommodation for First-class Passengers, and is fitted  
throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.

**T. ARIMA, Manager.** [14]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

## PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 5th Sept. 3 P.M.	
SINGAPORE, SORABAYA and	"ONSANG"	Friday, 8th Sept. 3 P.M.	
SAMARANG			
* MANILA	"LOONGSANG"	Friday, 8th Aug. 4 P.M.	
* SHANGHAI	"KWONGSANG"	Saturday, 9th Sept. 3 P.M.	
* TIENTSIN	"WOSANG"	Saturday, 9th Sept. 3 P.M.	

These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS. [13]

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S.	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"TARTAR"	4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN"	6,000 Tons Com. H. P. Jones, R.N.R. WEDNESDAY, 13th Sept.
"EMPEROR OF CHINA"	6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 13th Sept.
"ATHENIAN"	3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000 Tons Com. E. Bechthold, R.N.R. WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class via St. Lawrence £260. via New York £262.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

Intermediate on Steamers, £40. " " £42.

# SHIPPING IN PORT.

## STEAMERS.

Amoy, Gorman str., 323, J. Iverson, 30th Aug.

Haiphong 26th Aug. and Hoihow 29th

Rice, General, Pigs and Bulk Oil.—Jensen

& Co.

Bombay, German str., 1,344, F. Sambill, 21st

Aug.—Sandakan 16th Aug., Timber and

General.—Melchers & Co.

BRAND, Chinese str., 1,519, J. Johansson, 18th

August.—Chinkiang 13th August, Rice.—

Chinese.

CHANGSHA, British str., 1,800, I. Moore, 18th

Aug.—Manila and Australian Ports 16th

August, General.—Butterfield & Swire.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 22nd

Aug.—Sourabaya 13th Aug., Sugar.

—Order.

CHUSANG, British str., 1,418, R. Cox, 28th

August.—Samarang 18th August, Sugar.

—Jardine, Matheson & Co.

CITY OF LONDON, British steamer, 90,

J. Watson, 14th May.—Grimsby 28th Mar.

—Order.

DEVANWONG, Ger. str., 1,057, J. V. Benhn, 18th

Aug.—Bangkok and Swatow 18th Aug.

Rice & Teak Squares.—Butterfield & Swire.

FRI, Norwegian str., 380, N. Anderson, 20th

Aug.—Haiphong 23rd August, General.

—August, Thomson & Co.

FUKUOKA, Japanese str., 1,346, H. Saka-

moto, 1st Sept.—Mojito 17th August and

Nagasaki 27th, 3,675 tons Coal.—H. U.

Jeffries.

GARA, German str., 625, Hans Dahl, 9th Aug.

—Sourabaya 23rd July, Sugar.—Order.

HAINYU, British str., 635, Robinson, 3rd Sept.

Swatow 2nd Sept., General.—Douglas

Lipstick & Co.

HALVARD, Norwegian str., 1,066, C. Andersen,

29th Aug.—Cherbon 26th Aug., Sugar.—

Chinese.

HERMANN MEYER, German str., 1,661, W.

Hansen, 11th August.—Chefoo 6th Aug.

Beams.—Chinese.

HOFERZOLLEN, German str., 6,630, O. Kneft,

20th July.—From Genoa, Ballast.—Mel-

chers & Co.

KOREA, Amr. str., 5,651, A. Zeder, 21st Aug.

—San Francisco 22nd July and Shanghai

18th August, Mails and General.—P. M.



